





### Today's Advertisements.

#### HONGKONG CRICKET CLUB.

##### NOTICE.

THE ANNUAL GENERAL MEETING of the CRICKET CLUB, for the purpose of receiving the Committee's Report for the Past Season and electing the Committee and Officers for the Coming Season, will be held in the PAVILION on FRIDAY, the 25th September, at 4.45 P.M.

EDWARD A. RAM,  
Hon. Sec., H.K.C.C.  
Hongkong, 17th September, 1896. [1430]

##### NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

##### "MALACCA."

FROM LONDON, BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From Italy, ex S.S. *Clyde*.  
Optional goods will be landed here unless instructions are given to the contrary before 10 A.M. on the 18th inst.

Goods not cleared by the 23rd instant at 4 P.M. will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here after which no Claims will be recognized.  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 17th September, 1896. [1431]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, VIA SWATOW.

THE Company's Steamship

##### "HOIHOW."

Captain Pennefather, will be despatched as above TO-MORROW, the 18th instant, at 2 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 17th September, 1896. [1431]

FOR KOBE AND YOKOHAMA.

THE Steamship

##### "NANYO-MARU"

will be despatched for the above Ports on SATURDAY, the 19th instant, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 17th September, 1896. [1404]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

##### "CHIKLI."

Captain Newcombe, will be despatched as above on SATURDAY, the 19th instant, at 3 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 17th September, 1896. [1439]

ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

JAVA-CHINA-JAPAN LINE OF STEAMERS.

FOR SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

THE Steamship

##### "GERMANIA."

Captain Bendixen, will be despatched for the above Ports on MONDAY, the 21st instant, at 5 P.M.

Through Bills of Lading issued for all Ports in the East Indian Archipelago, Amsterdam, Rotterdam, Genoa, Marseilles, Antwerp, London, Naples, Leghorn and Trieste.

For Freight or Passage, apply to  
LAUTS, WEGENER & Co.,  
General Agents.  
Hongkong, 17th September, 1896. [1454]

"MOGUL" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

(Calling at NAGASAKI if sufficient inducement offers.)

THE Steamship

##### "AFRIDI."

Captain Golding, R.N.R., will be despatched for the above Ports on WEDNESDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 17th September, 1896. [1456]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON,

VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

##### "OOPACK."

Captain H. Sommer, will be despatched as above on or about the 22nd instant.

The Co.'s S.S. "PINGSURY,"  
Captain D. Davies, will follow the *Oopack* on or about the 6th October.

The Co.'s S.S. "NINGCHOW,"  
Captain E. Warrall, will follow the *Pingsury* promptly.

For Freight, &c., apply to  
HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 17th September, 1896. [1406]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

##### "RADLEY."

Captain Tallack, will be despatched as above on or about FRIDAY, the 25th instant.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 17th September, 1896. [1455]

### Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

##### "NAMOIA."

Captain Hall, will be despatched for the above Ports TO-MORROW, the 18th instant, at Noon, and not as previously notified.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.  
Hongkong, 17th September, 1896. [1443]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

##### "CHELYDRA."

Captain R. Cass, will be despatched as above on TUESDAY, the 22nd instant, at 3 P.M.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 17th September, 1896. [1452]



NIPPON YUSEN KAISHA.

FOR SHANGHAI, CHEFOO, JINSEN AND NAGASAKI.

THE Company's Steamship

##### "SATSUMA MARU."

Captain F. L. Sommer, will be despatched for the above Ports on WEDNESDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to  
NIPPON YUSEN KAISHA.  
Hongkong, 17th September, 1896. [1453]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

##### "PATROCLUS."

Captain Dickens, will be despatched as above on MONDAY, the 28th instant.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 17th September, 1896. [1390]

THE BALLY PAPER MILLS CO., LTD.,

OR

INDIA.

MAKERS OF

BROWN'S, BADAMIS, PRINTINGS,

WRITINGS, CARTRIDGES, BLOT-

TINGS, TINTED WRITINGS, COLOURED

PRINTINGS AND STATIONERY.

For Samples and Prices, Apply to

J. S. GUBBAY, Agent.

7, Queen's Road, Hongkong, 11th September, 1896. [1438]

### Intimations.

DAKIN, CRICKSHANK & COMPANY, LIMITED.

VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSRS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 17th May, 1896. [1437]

### FOR SALE!

TYPHOONS! TYPHOONS!

TYPHOONS!

COPIES of the SECOND EDITION of that well-known and most useful work,

"THE LAW OF STORMS IN THE EASTERN SEAS."

BY

DR. W. DOBERCK,

Director of the Hongkong Observatory.

PRICE .....\$1.

FOR SALE:—

At the "HONGKONG TELEGRAPH" OFFICE,

No. 6, Pedder's Hill, and at

Messrs. KELLY & WALSH, Ld. W. BREWER & Co. CHAS. J. GAUFF & Co. G. FALCONER & Co. LAKE, CRAWFORD & Co. HEVERMAN, HENRY & Co. and F. BLACKHEAD & Co.

Hongkong, 14th July, 1896.

### Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1845.

WINE

AND

SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest Priced, are guaranteed to be the genuine product of the vines of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINE and SPIRITS to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 15th September, 1896.

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 17, 1896.

THE DOCK QUESTION.

The *Daily Press* in a leading article this morning expresses its regret at the failure of the negotiations between the Admiralty and the Hongkong and Whampoa Dock Company for the construction of a new and considerably enlarged Admiralty Dock at Hungnam. It assigns two causes for the failure, both based, of course, on current rumours only, for there has been no authenticated statement on the subject yet. The cause, and the most important one, is said to be the failure of the parties to come to terms, the Company asking too much and the Government offering too little. The other reason advanced is of little importance and certainly would not of itself have caused the proposed arrangements to fall through. The presence of foreigners on the Board of Direction of the Dock Company is only an inconvenience, and not, as our contemporary avers, an obstacle, and it might easily be got rid of or be obviated in some way if it were detrimental to the interests of the public. Of course, naturally our Naval Authorities would rather not discuss the details of an Admiralty Dock—its dimensions, requirements, and other important details—with a foreigner, through whom such information might, in a very natural way, find its way to the Intelligence Bureau of that foreigner's Government. In addition to the causes suggested by our contemporary for the failure of the negotiations there is a still more cogent reason and it is that the Naval Authorities have decided to construct the new Dock and the New Naval Yard, whenever it is constructed, on the Hongkong side, and on the site of the present Naval Yard, in Queen's Road East, or thereabouts, and this on purely military grounds. They have been advised that no difficulty whatever would be found in "dropping shells from the south side of the island, say, from the Lamma Channel, into the Hungnam Docks. The large guns now carried by battleships and heavily armed cruisers are sufficiently powerful to throw shot over the hills and across the harbour to Kowloon; but it would not be by any means so easy for any ship's guns to plump millions of shells into the city, or into the present Naval Yard. The drop is too abrupt on this side and only

mortars fired from a platform on the land or from properly constructed floating batteries could effect, from the south side of the island, the destruction of buildings on the north side. If this is so, and we are assured that it is—all hopes of getting the Naval Yard out of its present position and of re-uniting, by a continuous Praya, the two sections of this city must be given up. Not only must the present naval establishments remain where they are, but they must be largely increased by the addition of floating basins and a dock to the utter destruction of our hopes of obtaining an unbroken frontage from west to east of the city. Furthermore, the naval establishment must remain where it is, because, it is said, there is no more suitable anchorage for our fleet than the present one.

While the money of Britishers and Foreigners alike is invested in the busy Docks at Hungnam, there must, in common fairness, the foreign Directors on the Board. While foreign steamers contribute so largely to the earnings the Agents of those steamers will naturally and properly seek an interest in the Dock and seek to influence its working. In a cosmopolitan community like this, where it is deemed inadvisable to celebrate the anniversary of the battle of Trafalgar lest we should injure the susceptibility of the foreigner, it is impossible, and would be impolitic even if it were practicable, to exclude capitalists of other nationalities from our joint-stock enterprises either as shareholders or Directors. There is, though, a certain amount of justification for the proposal that the Managing Director and Chairman should always be an Englishman, and we should be glad to see this alteration, proposed by the *Daily Press*, made with Mr. DAVID GILLIES as the first Managing Director. We echo, we feel sure, the opinion of the vast majority of the shareholders when we assert that no more suitable occupant of that responsible office and no more appropriate recognition of his great, his well-nigh invaluable services could be made.

### NOTES AND COMMENTS.

We note that our Portuguese fellow-citizens are taking steps to celebrate in a fitting manner in 1897 one, perhaps the one of the events in the history of Portugal which is most worthy of commemoration—the departure from Lisbon of the great navigator VASCO DA GAMA on the voyage which resulted in the discovery of the sea route to India round the Cape of Good Hope. He did not discover India. That country and its people and products had long been known to the nations of Europe. The Greeks under ALEXANDER had invaded it. The Romans had traded largely with it. Until the destruction by the Ottomans of the Eastern Empire there had been regular and constant communication between the great commercial peoples of the Mediterranean and India through Syria, Asia Minor, and the Persian Gulf. The fall of Constantinople practically closed for a time all these overland routes. VASCO DA GAMA's great merit lay in opening a new road, although a long one, by which India and Europe could communicate free from molestation by the fleets and armies of the Moslem. This discovery changed the whole course of Eastern trade, transferring it from Venice and Genoa to Atlantic ports and opening the command of the sea first to the Portuguese, then to the Dutch, and lastly to the English. To VASCO DA GAMA Great Britain owes an immense debt of gratitude, for Britons have been, by far, the largest gainers by his labours and his discoveries, and it is fitting that the four hundredth anniversary of his great victory over the ocean and its perils should be fittingly celebrated by the present Rulers and Governors of that ocean.

The Japanese Government have recently realized a very handsome profit for the Imperial Treasury by the issue of postage stamps bearing the portraits of the late Princes ARISUGAWA and KITASHIRAKAWA. Over fourteen millions of stamps have been sold to the public, bringing in about half a million of dollars. Purchasers for these stamps have come forward from every part of the world, and the demand has not yet ceased. Hongkong stands greatly in need of some means of replenishing her empty Treasury and of repairing the breaches in her financial defences made by a tyrannical Government at home for the purposes of military defence. A special stamp issue in honour of the discovery of the sea route to India and the East round the Cape of Good Hope would bring in a very handsome addition to the year's revenues and would enable us, *pari passu* the Right Honourable "Joseph Blustus," to get a new Post Office and, perhaps, a new road from the Tramway Station at Victoria Gap to the Peak Club. We present our Rulers with the idea, as, in our issue of 30th June, we presented Mr. JACKSON and Sir WILLIAM ROBINSON with the suggestion for a public subscription in aid of the sufferers by the seismic wave in Japan. We note, by the way, that the Chief Manager of the Bank has gracefully yielded all the credit of the transaction to the Governor of this Colony, whose name alone appears in the correspondence.

We see that one of the European papers published in Japan, the *Koku Chronicle* to wit, has published an appeal to the Japanese to take note of the fact that all classes of the inhabitants of Hongkong, Indian, European and Chinese, have contributed largely to the fund for the relief of the sufferers on the north-east coast of Japan, and that they cannot, therefore, be as inimical in feeling towards Japan and the Japanese as writers and speakers in Japan seem to think. It hardly seems that the lesson is needed. The Japanese who take the trouble to think for themselves must know well that they have no better friends than

the English. We were the first to recognize their right to a modification of the former treaties, the first to sign a revised treaty, which was done and finished with long before the result of their war with China had given the world a better opinion of their prowess than had been obtained from the contests at Shimonoseki and elsewhere in the studies and occasional skirmishes with Chinese and Korean troops in Seoul. In no country in the world have the Japanese been more truly admired, more praised, more highly estimated than in England. Not even in America has more justice been done them, and if England did not interpose to protect them in the possession of all the advantages they obtained as the result of their victories in China, neither did she side with or sympathise with the allied Powers who contrived to deprive her of them.

There is an uncomfortable feeling in Hongkong with reference to the Japanese, because many of them are, in business matters, very unpunctual and unreliable. The Japanese newspapers ought to set themselves to enjoy on their countrymen a high commercial morality. The Japanese Government endeavoured, and with great success on the whole, to enforce on its officers and men during the late war a very high standard of military honour and a very strict observance of all the laws of war as observed by the most civilized nations. Public opinion in Japan must enforce on the trading classes an equally high and equally rigid observance of the code of commercial morality, and a strict fulfilment of contracts, whether there be loss or gain. There is a little soreness, too, in Hongkong, about the state of affairs in Formosa. Complaint is made that no definite policy has yet been adopted. In dealing with the questions affecting foreigners owning land, having contracts, and engaged in business there. Of course the Japanese must have time to study the situation and to develop a policy; but Europe generally has been disappointed with the manner in which Formosan affairs have been handled. One thing the Japanese must learn to bear in mind as regards criticisms of their conduct of public affairs in general, and it is that they must remember they have through their success in the arts of peace and war attracted to themselves the attention of the whole civilised world, and that it does not at all follow because Englishmen find fault that therefore they are hostile. It is by no means so. In most cases it indicates friendly interest in the well-being of the "Britain of the East."

### REUTER'S MESSAGES.

#### THE UNITED STATES.

LONDON, September 15th.  
—Mr. Powers has been elected Governor of Maine by an immense majority. The election is considered a great triumph for the "Sound Money" men.

#### MR. GLADSTONE AND THE ARMENIANS.

A letter from Mr. Gladstone urges that a great meeting be held at Liverpool to protest against the Armenian massacres, at which he is willing to be present.

### LOCAL AND GENERAL.

COMMONOR Holland will hoist his pennant on the *Victor Emmanuel* at 8 a.m. to-morrow.

No further news of the rebellion in the Philippines. To put it gently, and in Cable Co.'s lingo, "telegraphic communication is still interrupted."

EIGHTEEN gamblers from West Point were taken before Commander Hastings this morning. Two were fined \$50 each and the remainder \$3 each.

THE missing from boat the ship *Nova P. Stefford* (recently burnt at sea) has turned up at Surigao, in the Philippines. The crew, six men, were reported "all well" at Manila on the 15th ultimo.

It may interest some of our readers to know that a rainfall of one inch means one hundred and one tons to the acre. This may enable our able statisticians to calculate the probable addition to the contents of our reservoirs caused by the torrential rains of the last night and forty hours.

THE *Strait Times* hears that in Timor Dilly, the authorities have decided that dollars from Singapore shall no more be taken in payment of import and export duties, and that only Dutch guilder pieces will be accepted. The preference for the latter arouses surprise from the fact that they are largely counterfeited.

On the 15th ultimo the Java Bank put into circulation new ten-guilder notes. The colour and design are reported to be excellent and hardly imitable. The paper itself is very good, and the new notes present almost insurmountable difficulties to forgers.

THE Siamese have resolved to try the French Cambodian Kadi, arrested on July 15th, for the wilful murder of a Siamese subject while the latter was engaged in robbery and after he had wounded one of Kadi's party. The Siamese Government, it is stated, have refused to hand over the man to French jurisdiction for trial, and it is surmised by a Bangkok paper that the issue now opened by the action of the Government will lead to very grave results.—Indeed! But what about Chantaboon?

We hear that a local naturalist has sent a collector up the West River (armed with a passport and revolver) in the hope of adding some new species to the list of butterflies of South China. He will doubtless fight to the death rather than pay "squeeze" on his specimens to the rapacious underlings of the West River litha monopolists.

MR. A. G. ROMANO, the Consul-General for Portugal, has issued a circular inviting all members of the Portuguese section of the community to meet him at the Club Lusitano next Sunday, the 20th instant, at 10.30 a.m., to consider proposals for the celebration of "the fourth centenary of the departure of Vasco da Gama from Portugal for the discovery of India." If we mistake not, Vasco da Gama discovered the sea route to India, "India's coral strand" being well known in Western States long before he set out on his ever memorable and successful voyage.

A DISPATCH to the *London Standard* from Berlin on 15th ult. stated that it is reported that Admiral Tirpitz, at the request of Emperor William, has drawn up a Bill which will be submitted to the Reichstag, demanding from 100,000,000 to 150,000,000 marks for naval purposes. It is added that Emperor William recently discussed the matter with Prince Hohenlohe. The Chancellor, during the discussion, informed Emperor William that a majority in favour of the Bill could only be secured if the promise of reform in all matters subject to military jurisdiction should be fulfilled.

FRAUDS in the hemp trade at Manila are thus referred to by the *Strait Times*:—"The rice-cannister community at Manila has long been troubled by the bad quality of the hemp supplied in the market from adulteration and bad preparation. The result has been a fall in price and increasing discredit of the article. The large exporting firms there have held a meeting to consider the subject, at which they came to the conclusion that the producers or cultivators were to blame for the evil practices which have brought such a bad name upon hemp. It remains now to convince the producers of their faults."

THE Philippine estimates for the coming financial year provide for additional revenue by increasing the import and export duties on many staple articles. The export duties are all hit—except indigo and rice, the duties on which remain unchanged. Petroleum is another article laid under heavier contributions. The Manila Chamber of Commerce has petitioned the Minister for the Colonies to delay the levy of the new duties for a month, so as to avoid damage from contracts that have been entered into under the old scale of duties. The British Consul at Manila, also, has sought the aid of the British Minister at Madrid with the Colonial Minister in the direction marked out by the Chamber of Commerce.

MR. BELL-IRVING, President of the Vancouver Board of Trade, at its annual meeting on the 15th ultimo, suggested that the Board should do all in its power to prevent the floating of wild-cat mining schemes. In the money markets there was a want of confidence in British Columbia business methods. His experience had been that the more worthless the concern and the smaller it was the larger was the capitalization, and promoters who might inform have appropriated to themselves three-quarters of a million dollars of fully paid-up stock, and put the balance, one-quarter of a million, in the treasury, could not themselves draw a check for \$500.







## Intimations.

## KOPS ARE STILL RUNNING.

14 Gold Medals Awarded in 1894 &amp; 1895.



BRIGHT! PURE!! SPARKLING!!! Brewed and Bottled with Hops only.

SOLE AGENTS—

WATKINS &amp; CO., HONGKONG.

PHARMACEUTIC PRODUCTS OF THE FARBWERKE VORM MEISTER, LUTICUS &amp; BRUNING HOCHST A/MAIN.

## DR. KNOOR'S LION BRAND "ANTIPYRINE"

(DOSE FOR ADULTS 15 TO 35 GRAINS TROY)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, WHOOPING-COUGH, and many other complaints. It is also the very best ANTISEPTIC. Highly recommended by the Medical Faculty, Paris for Dr. KNOOR'S ANTIPYRINE! Each Tin bears the Inventor's Signature "Dr. KNOOR" in red letters.

## "DERMATOL"

Is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing.

DR. OVERLACH'S

## "MIGRAININE"

(ANTIPYRINE—CAFFEINE CITRATE)

Invaluable for MIGRAINE and of the greatest value in treating HEADACHES of definite etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING, and generally where the administration of other remedies have failed. To be had of every reputable Chemist and Druggist. Supplies constantly on hand at the

CHINA EXPORT, IMPORT &amp; BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

## Hotels.

## PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

## SPECIAL SUMMER RATES.

(FROM APRIL 1ST TO OCTOBER 31ST).  
One person, per day.....\$ 4.00  
One person, per month.....\$ 75.00  
Married couple (occupying one room) per day.....7.00  
Married couple (occupying one room) per month.....150.00  
Married couple (occupying two rooms) per month.....170.00  
Extra Bed Room, per month.....\$40.00  
For further particulars, apply to

THE MANAGER,

New Victoria Hotel.

Hongkong, 2nd April, 1896.

## THOMAS'S GRILL ROOM.

THIS Establishment has always enjoyed a high class reputation for Liberty in Menu, Quality of Food and Perfection of Cuisine. THIS REPUTATION WILL BE MAINTAINED.

Fresh Dairy Produce, FRUIT and other supplies are regularly imported from the United States, Canada and Australia. BEEF from Kobe and TURKISH from the Straits. The WINES, SPIRITS, and MALT LIQUORS, comprising all brands in general demand, are the best shipped to the Far East. In addition to the BAR, GRILL and DINING ROOMS, the upper floors are arranged so as to provide PRIVATE ROOMS suitable for DINNERS or SUPPERS, and PICNIC and BATHING PARTIES supplied with light refreshments at a moment's notice. ICE CREAM from 2 P.M. to 11 P.M. COLD MEAT SUPPERS from 9 to 11.30 P.M.

THOMAS'S GRILL ROOM.

FREDERICK BISHOP, Manager.

## NEW VICTORIA HOTEL.

## ROTISSERIE.

MEALS A LA CARTE.

CHOPS, STEAKS, &c., &c., at any time between 7.30 A.M. and 11.30 P.M.

MONTHLY BOARDERS at Moderate Rates.

MADAR &amp; FARMER, Proprietors.

Hongkong, 3rd September, 1896. [1384]

## WINDSOR HOTEL,

HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CON-NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, Proprietor &amp; Manager.

Hongkong, 2nd April, 1896. [135]

## FUJIYA HOTEL,

MIYANOSHITA,

HARUKU.

Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION. NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO ENGLISH BILLIARD TABLES.

EXCELLENT CUISINE.

S. N. KANAGUCHI, Proprietor.

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## Shipping.

## STEAMERS.

FOR KOBE AND YOKOHAMA.

## THE Steamship

"NANYO MARU" will be despatched for the above Ports TO-MORROW, the 18th instant, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents, Hongkong, 17th September, 1896. [1404]

"KEN" LINE OF STEAMERS.

FOR HAVRE, LONDON AND HAMBURG.

## THE Steamship

"BENVENUE" Captain Sarchet, will be despatched as above on or about the 18th instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, 9th September, 1896. [1417]

FOR TIENTSIN.

## THE Steamship

"FUPING" Captain Clemens, will be despatched for the above Port on SATURDAY, the 19th instant, at Noon.

For Freight or Passage, apply to CARLOWITZ & Co., Agents, Hongkong, 16th September, 1896. [1448]

FOR SHANGHAI.

## THE Steamship

"LOONGMOON" Captain F. W. Schell, will be despatched for the above Port on SATURDAY, the 19th instant, at 4 P.M.

For Freight or Passage, apply to SIMMONS & Co., Agents, Hongkong, 16th September, 1896. [1449]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

## THE Company's Steamship

"SUNGKIANG" Captain C. B. N. Dodd, will be despatched as above on MONDAY, the 21st instant, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 14th September, 1896. [1431]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

## THE Company's Steamship

"COOPACE" Captain H. Sommer, will be despatched as above on or about the 21st instant.

The S.S. "NINGCHOW" Captain Varrall, will follow the *Coopace* on or about the 28th instant.

The S.S. "PINGSUKY" Captain D. Davies, will follow the *Ningchow* on or about the 6th October.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents, Hongkong, 12th September, 1896. [1426]

"SHIRE" LINE OF STEAMERS.

FOR BRISBANE, SYDNEY AND MELBOURNE.

(Taking through Cargo to QUEENSLAND PORTS, ADELAIDE and NEW ZEALAND.)

## THE Steamship

"MERIONETHSHIRE" Captain Davies, will be despatched for the above Ports on WEDNESDAY, the 23rd instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents, Hongkong, 14th September, 1896. [1458]

NIPPON YUSEN KAISHA.

FOR SINGAPORE, PENANG, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.

THE Company's Steamship

"TOSA MARU" Captain J. R. Macallister, will be despatched for the above Ports on or about WEDNESDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents, Hongkong, 10th September, 1896. [1421]

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A. L. L. American Ship

"CHARLES E. WOODY" Captain Leonard, is loading here for the above Port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents, Hongkong, 5th August, 1896. [1456]

FOR NEW YORK.

THE 100 A. L. American Ship

"PAUL REVERE" Master, Master, is loading here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co., Agents, Hongkong, 24th July, 1896. [1476]

FOR NEW YORK.

THE 3/3 A. L. L. American Ship

"SAINT MARY" Master, Master, is loading here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co., Agents, Hongkong, 18th August, 1896. [1457]

FOR SAN FRANCISCO.

THE 100 A. L. L. American Ship

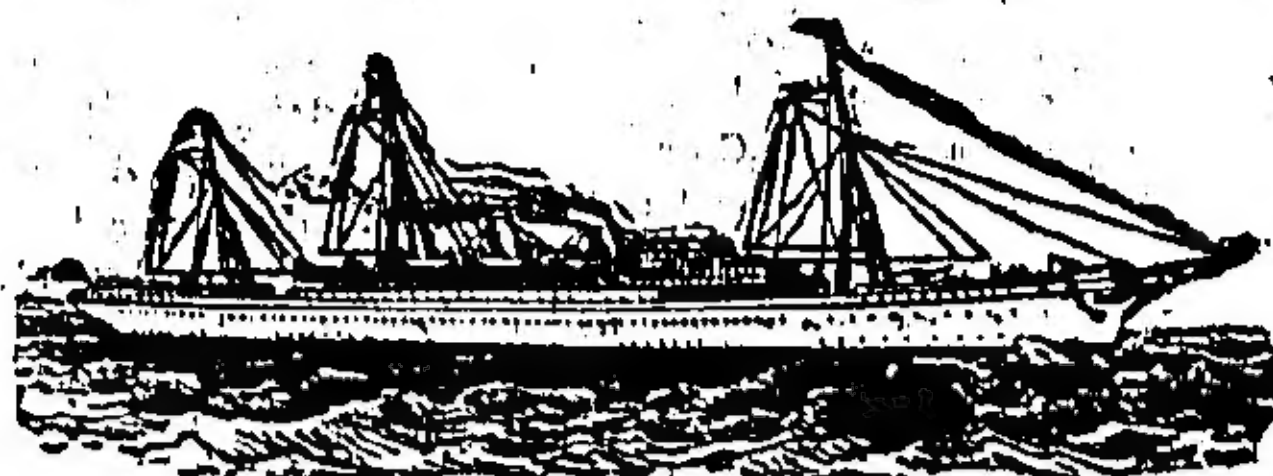
"CASABLANCA" Master, Master, is loading here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co., Agents, Hongkong, 18th August, 1896. [1457]

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 20th September.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th October.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 25th November.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PACIFIC COAST STEAMSHIP LINE, and the CANADIAN PACIFIC RAILWAY, which leaves daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS—Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, \$100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 7th September, 1896. [13]

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu).....Tuesday, 22nd Sept., at Noon.

Galle (via Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu).....Thursday, 8th Oct., at Noon.

Doris (via Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu).....Tuesday, 27th Oct., at Noon.

THE Company's Steamship

"COPTIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 22nd September, 1896, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE, have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

AUTOMATIC PACKAGES should be marked to address in full, and same will be received at the Company's Office until 7 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 14th September, 1896. [12]

F. BLACKHEAD &amp; CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR HARTMAN'S PATENT RED HAND BRAND, HARTMAN'S GREY PAINT, DAMIER'S PATENT MOTOR LAUNCHES, &amp;c.

Sole Agents for FERGUSON'S SPECIAL CREAM and E. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1896. [145]

## Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS.

## THE Steamship

"KAISAR-I-HIND" Captain C. L. Daniel, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 24th September, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. *Carthage*, leaving that Port on the 27th October for London direct.

Silk and Valisables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 10th September, 1896. [1431]

## NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table.

Doctors and Stewards on board.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK ROUTE. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria ..... [1,167] Thursday .. Oct. 1.

Olympia ..... [2,568] Friday ..... Oct. 9.

Columbia ..... [2,601] Tuesday ... Oct. 27.

Tacoma ..... [2,549] Tuesday ... Nov. 7.

Victoria ..... [1,167] Tuesday ... Dec. 8.

Olympia ..... [2,568] Tuesday ... Dec. 29.

THE Steamship

"VICTORIA" Captain A. Love, sailing at Noon, on THURSDAY, the 1st October, will proceed to VICTORIA, (B.C.), and TACOMA, (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., Agents, Hongkong, 14th September, 1896.

HONGKONG, 14th September, 1896.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUETZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinz Heinrich ... Tuesday ... 19th Oct.

Prinzess Alice ... Tuesday ... 16th Nov.

Sachsen ... Tuesday ... 8th Dec.

Bayern ... Tuesday ... 5th Jan.

Prinz Heinrich ... Tuesday ... 12nd Feb.

Prinzess Alice ... Tuesday ... 12nd March.

ON TUESDAY, the 15th day of October, 1896, at 4 P.M., the Company's Steamship "PRINZ HEINRICH" Captain ... with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 10th Oct. Cargo and Speeds will be received on board until 5 P.M. on MONDAY the 15th Oct., and Parcels will be received at the Agency's Office until Noon on MONDAY, the 15th Oct. Contents of Packages are required. No Parcel Receipts will be signed for less than 10 lbs and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lives can be washed on board.

For further Particulars apply to DODW